

**JUST RECEIVED.**  
LINEN COLLARS.  
LINEN FRONTS,  
SOFT FELT HATS,  
STRAW HATS,  
&c., &c., &c.  
**COTTAM & CO.**  
General Outfitters.

**WEBSTER'S  
DICTIONARY,**  
NEW EDITION,  
IS THE  
BEST AND CHEAPEST.  
For Sale at the  
Hongkong Telegraph Office,  
No. 6, Pedder's Hill.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 651. 日一廿月六三十二精光

TUESDAY, JULY 20, 1897.

二年

號廿月七莫港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital..... \$1,000,000  
Subscribed Capital..... \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:  
D. Gillies, Esq. Chow Tung Shang, Esq.  
H. Stoltefohl, Esq. Kwan Ho Chua, Esq.  
Chan Kit Shan, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1893. [7]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000  
RESERVE FUND..... \$6,500,000

RESERVE LIABILITY OF PROP'TORS..... \$10,000,000

COURT OF DIRECTORS:

St. C. Michalek, Esq.—Chairman.  
Hon. J. J. Bell-Irving, Deputy Chairman.  
C. Beurmann, Esq. A. L. Raymond, Esq.  
G. D. Böslig, Esq. R. L. Richardson, Esq.  
G. B. Dodwell, Esq. R. Stewart, Esq.  
R. M. Gray, Esq. N. A. Siebe, Esq.  
David Gubbay, Esq. General Slade, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. Wade, Gardner, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,  
Chief Manager.

Hongkong, 10th April, 1897. [8]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895. [9]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... \$300,000

RESERVE LIABILITY OF SHARE-

HOLDERS..... \$300,000

RESERVE FUND..... \$375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " "

" " 3 " "

" " 3 " "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 2nd June, 1897. [10]

## Insurances.

THE MANCHESTER FIRE ASSURANCE  
COMPANY.

ESTABLISHED A.D. 1884.

CAPITAL..... \$1,000,000

TOTAL FUNDS AND SECURITY..... \$2,480,000

NET ANNUAL FIRE PREMIA..... \$757,475

Having been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 2nd January, 1897. [11]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 26th May, 1895. [12]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000} \$332,333.33

EQUAL TO..... \$332,333.33

RESERVE FUND..... \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUK MOON, Esq.

LOU TSO SHUN, Esq.

## MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 5 & 9, PRAYA WEST.

Hongkong, 17th December, 1896. [13]

## NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED..... \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG VAT,

Secretary,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 16th May, 1896. [14]

## Auction.

### GOVERNMENT NOTIFICATION.

No. 283.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 26th day of July, 1897, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 10th July, 1897. [105]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 26th day of July, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND in Wan Chai, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.

No. 104.	Boundary Measurements.	Locality.	Length.	Width.	Area.	Rate.	Perch.
104	Wan Chai Road	100 ft. 11 in. 41 ft. 50 ft.	115	14 ft. 45 in.	100 ft. 11 in. 41 ft. 50 ft.	100 ft. 11 in. 41 ft. 50 ft.	100 ft. 11 in. 41 ft. 50 ft.

NOTICE TO SHAREHOLDERS.

A INTERIM DIVIDEND at the Rate of FOUR PER CENT. for the Six Months ending 30th June, 1897, will be PAYABLE on the 27th July, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from 24th to 27th instant inclusive.

By Order of the Board of Directors,  
MOWBRY S. NORTHCOTE,  
Acting Secretary.  
Hongkong, 13th July, 1897. [1073]

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A SIXTY-SECOND ORDINARY  
HALF-YEARLY MEETING OF  
SHAREHOLDERS in the COMPANY will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 31st inst., at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 20th to 26th inst.; both days inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.  
Hongkong, 13th July, 1897. [1074]

NOTICE.

HONGKONG ICE COMPANY, LIMITED.

In accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this Day DECLARED an INTERIM DIVIDEND for the Half-Year ended 30th June, 1897, of EIGHT PER CENT. on the Paid-up Capital. DIVIDEND WARRANTS PAYABLE at the HONGKONG AND SHANGHAI BANK will be issued to Shareholders on WEDNESDAY, 28th July, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from 20th to 26th inst.; both days inclusive.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 13th July, 1897. [1075]

THE HONGKONG ELECTRIC COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

FINAL CALL.

SHAREHOLDERS are hereby notified that the FINAL CALL of TWO DOLLARS (\$2 per share) has been made, and is PAYABLE at the Company's Offices, No. 27, Queen's Road Central, on 6th August, 1897.

SHAREHOLDERS are requested, when paying the above-mentioned CALL, to send to the Acting Secretary their PROVISIONAL SHARE CERTIFICATES. These will be retained, and FULLY PAID-UP SCRIPS will be issued in due course.

By Order of the Board of Directors,  
CHAS. F. HARTON,  
Acting Secretary.  
Hongkong, 5th July, 1897. [1076]

NOTICE.

NOTICE is hereby given under Section 8 of the Wongneichong Recreational Ground Regulations that the appointed area marked B on the plan deposited with the Custodian of the Ground has been CLOSED until further notice.

W. CHATHAM,  
Acting Director of Public Works,  
Public Works Office.  
Hongkong, 17th July, 1897. [1094]

EASTERN MICA MANUFACTURING WORKS.

NOTICE.

THE OFFICE at present occupied at No. 59 Queen's Road Central, will be CLOSED on and after the 1st proximo. All information will be furnished by the GENERAL AGENTS,

Morris, BLACKHEAD & Co.,  
Praya Central.  
Hongkong, 10th July, 1897. [1001]

WANTED.

A FULL SIZE BILLIARD TABLE,  
Complete.

Apply to  
"RITCHIE"  
c/o Carmichael & Co.,  
18, Praya Central.  
Hongkong, 13th July, 1897. [1077]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(20)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON &c. Calliope ..... D. C. Gregor, R.N.R. About 22nd July... Freight or Passage.

JAPAN &c. Ceylon ..... R. R. Pearce ..... About 22nd July... { Freight or Passage.

SHANGHAI ..... Kaiser-i-Hind &c. S. Barcham ..... About 24th July... Freight or Passage.

LONDON &c. Singapore ..... T. Wickes ..... Noon, 29th July... { See Special Advertisement.

JAPAN ..... Ancona ..... W. D. Mudie ..... Noon, 30th July... { Freight or Passage.

LONDON ..... Malacca ..... N. P. Pollock ..... About

To-day's  
Advertisements.

THEATRE ROYAL.



SATURDAY afternoon,  
July 24th, at 5 o'clock  
sharp,  
Finishing 6.30 P.M.

Professor  
RICHARD,  
SPECIALIST,  
ADMISSION FREE.

RESPECTABLY DRESSED CHINESE and the General Public of all Nations and Castes are COURTEOUSLY INVITED to the RESPECTABLE Class only.

GALLERY SPECIALLY RESERVED for the RESPECTABLE CLASS of EUROPEANS and CHINESE, LADIES and GENTLEMEN.

No FRAUDULENT DEMONSTRATION nor ELECTRICAL ENTERTAINMENT.

INTERESTING, HUMOROUS and AMUSING (ENGLISH) LECTURE ON THE BATTLE OF LIFE.

The CLERGY of all CASTES and RELIGIONS SHOULD BE PRESENT at THIS LECTURE.

SUBJECTS:

The SUN, the MOON, the STARS, the GOOD and EVIL, the ANIMALS, the LABOUR and REWARD of MANKIND, JEALOUSY, MONEY and the DEVIL.

ELECTRICITY IS LIFE.

SPECIAL NOTICE.

Professor RICHARD will be LOCATED in CANTON from the 5TH SEPTEMBER, for a SEASON of THREE MONTHS.

Professor RICHARD'S SERVICES may be SECURED in HONGKONG until SEPTEMBER 1ST ONLY. Patients desirous of undergoing his Method of Electrical Treatment should CONSULT HIM AT ONCE.

A WISE MAN TREATS EVIL PREJUDICE, and Professional JEALOUSY, with CONTEMPT, and uses his own GOOD JUDGMENT.

PROFESSOR RICHARD, SPECIALIST, PRIVATE TREATMENT for Deafness, Blindness, Locomotor Ataxia, Writer's Cramp, Varicose Veins, Stuttering, Dyspepsia, Brain and Spinal Affections, Fits, Paralysis, Gout, Rheumatism, Sciatica, Sleeplessness, Asthma, Bronchitis, Indigestion, Diabetes, Piles, Kidney and Bladder Troubles, Chronic Diseases of Men and Women, no matter what cause they arise. Men and Women's weakness, and all such who suffer the consequences of early follies and indiscretions.

Many Thousands have found Health by this new Electrical Method of Scientific Treatment.

Professor Richard's Private Equality, Consultation, Fees of Charge. No notice will be taken of letters.

Consultations guaranteed the strictest Privacy. Consulting hours from 9 A.M. to 7 P.M. Chinese Interpreter in attendance.

The Professor can be consulted in English, French, German, Italian and Spanish. Private Consulting Rooms,

NEW VICTORIA HOTEL,  
Private Entrance, 2nd Floor;  
ICE HOUSE LANE.

Hongkong, 20th July, 1897. [1102]

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON,  
BORDEAUX AND STRAITS.

THE Steamship "GLENNOG"  
having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 27th Inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 3rd August, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 3rd August at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 20th July, 1897. [1104]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY and TAIWANFOO.

THE Company's Steamship

"THALES,"  
Captain Douglas, will be despatched for the above Ports on THURSDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 20th July, 1897. [1105]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS and USUAL PORTS OF CALL.

Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.

THE Company's Steamship

"KAISOW," Captain E. Warrill, will be despatched as above on THURSDAY, the 22nd instant, at Noon,

FOR LONDON and LIVERPOOL (DIRECT).

THE Company's Steamship

"CHINGWO," Captain H. Hanif, will be despatched as above on or about the 20th instant.

To be followed by the S.S. "MOYUNE," for London, about 7th August.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 20th July, 1897. [1104]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZU CANAL.

THE Steamship

"GHAZEE," to sail about 7th August, 1897.

S.S. "LENNOX" to sail about 22nd August, 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 20th July, 1897. [1105]

To-day's  
Advertisements.

TO LET.

N.O. 6, PRAYA CENTRAL—SECOND FLOOR Only. Suitable for Offices or Residence.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 20th July, 1897. [1105]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship

"YUENSANG."

Captain W. Waddilove, will be despatched as above on THURSDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 20th July, 1897. [1105]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERAJAVA.

THE Company's Steamship

"ONSANG."

Captain J. Kynoch, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 20th July, 1897. [1105]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI and VLADIVOSTOK.

Taking Cargo and Passengers at through rates for CHINKIANG, HANKOW, KIUKIANG, CHENG-TIEN, TIENTHIN & NEWCHANG.

THE Company's Steamship

"CHUNSAM."

Captain Buller, will be despatched as above on SATURDAY, the 24th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 20th July, 1897. [1105]

JUST LANDED.

A FRESH CONSIGNMENT OF AUSTRALIAN HAMS and BACON

of WELL-KNOWN PINE-APPLE BRAND.

Special Quantities to Compradores Stores and to such Wholesale Purchases

H. RUTTUNJEE,  
13, D'Aguilar Street.

Hongkong, 8th July, 1897. [754]

NOW READY!

COMMERCIAL and STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE 5/- PER COPY,

at the office of the "HONGKONG TELEGRAPH," No. 6 Pedder's Hill.

Hongkong, 7th May, 1897. [761]

Intimations.

DAKIN, CRUCKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATER.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

SARSPARILLA WATER.

TONIC WATER.

GINGER ALE.

RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & CO.'S WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1104]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, &c., be addressed to Mr. H. W. Watson, "The Hongkong Telegraph," and not to any other person.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication.

Whether the contents of the "Hongkong Telegraph" will always be of interest to correspondents of all questions and topics of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for what they express.

Advertisers are requested to forward all notices intended for insertion in this paper to me not later than Three o'clock in the afternoon of the day previous to publication.

Advertisements and Notices which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" has the largest circulation in the Colony and is the leading English newspaper.

Editorial offices are open from 9 A.M. to 12 M.

Advertisers are requested to forward all notices intended for insertion in this paper to me not later than Three o'clock in the afternoon of the day previous to publication.

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# THE HONGKONG TELEGRAPH, TUESDAY, JULY 20, 1897.

## THE "PEGU" PIRACY.

### HOW IT WAS CARRIED OUT.

On the 12th instant we published the following special telegram dated Singapore 12th July:

"Achinese pirates have located the British steamer *Pegu* on the high seas between the ports of Edie and Teluk Semawa in Sumatra. They killed Captain Ross and several other persons who were on board at the time of the attack. The Chief Officer and fourteen of the crew are in hospital at Sena-aw, suffering from wounds. The attack was completely successful and the pirates got away with \$18,000 and a good deal of valuable property."

### HOW THE ATTACK WAS MADE.

To-day we received a copy of the *Straits Times* of 13th July which gives some interesting details of the outrage. It is as follows:

#### (Latest Details by Wire.)

The *Pegu* was pirated by eleven Achinese men accompanied by one Achinese woman. They came on board at Edie.

Captain Ross and the European engineers were attacked while at table at dinner. The Captain was immediately killed, but the engineer only received slight flesh wounds.

The other people killed were three of the crew, three Chinese passengers, and a Kling gunner.

Fifteen were wounded, eight of them severely, and one has since died.

The pirates got away with their booty, including about fifteen thousand dollars in specie. They escaped by going ashore in the ship's boat.

The *Seang* (boatswain), than navigated the *Pegu* to Teluk Semawa, where she now is.

The Governor of Achine is expected at Teluk Semawa.

To this news there is attached the following foot-note:—"The piratical attack on the *Pegu* gives some idea of the dangers which beset pepper-traders on the Achinese coast. The *Pegu* traded for her perils that have been frequented for commercial purposes for many years, despite the treacherous character of the people. Security only set in with the Dutch occupation of the coast, when the Achene was begun in 1873. Edie, on the N.E. coast, and Teluk S-mawa, on the N. coast, the ports between which the outrage occurred, are held by Dutch men-of-war, also cruise about. The power of the Dutch in that quarter is limited by the hostility of the people, who have long been noted for their piratical instincts. The exercise of Dutch authority has, however, curbed the latter. In short, the garrisons and the cruisers act as a check on the people of the land and piracy on ocean-going vessels has become rare. It is four years since anything like the *Pegu*-steal happened. The Achinese, in the same section of coast, then raided the *Raja Kondong Asya* with equally sanguinary results. The coast there is notably ugly unsafe, and those who trade in paper run terrible risks. They can only slacken vigilance and neglect precautions at their own peril. In this case, Captain Ross, the murdered master of the *Pegu*, knew the bad character of the people from personal experience, and the Dutch authorities had given him ample warning of the danger he incurred. The Dutch Government cannot do much more at present. Most of the land forces have enough to do to hold Achene Proper, and only small detachments can be spared for the coast States which have to be looked after by a naval force that requires strengthening. Under these circumstances, masters of vessels trading to Achene have to exercise incessant vigilance. The money and articles of trade on board are standing incentives to the cupidity of a people whom fear of Dutch authority alone restrains from open piracy. Passengers coming on board have to be searched for concealed arms; in one instance, the raiders hid the weapons in rolls of mats. In short, safety depends upon a sharp lookout, and upon keeping one's weather-eye open."

## NEWS FROM THE NORTH.

### (From our special Correspondent).

TIRINTON, July 5th.

You may have already had information of the *Peacock's* movements, but in case not I may mention that when she left this on the 27th ult. she pursued joining Admiral Butler at Nagasaki, going via Chemulpo, and afterwards was booked for a cruise in Behring Sea, with Robe Island as her headquarters. Before leaving Taku, Comdr. P. St. John and his Officers gave the Taku community an entertainment on board, which appears to have entirely eclipsed, in their estimation, any previous exhibitions of naval hospitality. A banquet saloon was most tastefully arranged on H.M.S. *Peacock's* main deck, flags to all nations being incorporated into the many artistic decorative devices of the enclosure, relieved by beautiful foliage, and literally illuminated with colored lanterns. Following so closely on the memorable 2nd, the dinner naturally—partook of the nature of a Jubilee banquet, and the toast given by Comdr. St. John at its close was as a matter of course "The Queen," which was promptly followed by a hearty rendering of the National Anthem. A brief adjournment to the drawing and smoking rooms then being made the saloon was transformed into a concert room, with the regulation stage, footlights and all complete, with that skill for which our naval entertainers are so renowned in these waters. The following programme was then most successfully gone through by members of the ship's crew and a few of the local amateurs, the comic below, given in costume, Capt. St. John's admirable rendering of "Monte Carlo" positively bringing down the house.

### PROGRAMME.

Songs..... "Jolly Company"..... "Orchestra  
" "Happy Home"..... "Horn  
" "Sweethearts"..... "Kelly R.M.  
" "I'm a Little Bit Sane"..... "Kelly R.M.  
" "This Jolly to Remember"..... "Navy Band  
" "My pretty Jane"..... "Horn, R.M.  
" "The Jolly Come-back"..... "Orchestra  
" "The Sailor's Dream"..... "Orchestra  
INTERVAL.....

As the guests left the ship's side, hearty cheers were given for her commander and his crew, while the compliment was returned by those on deck with a touching rendering of "Auld Lang Syne."

You in Hongkong have an abundance of rock entanglements and to spare, but for poor little, mud-flat, dreary, treeless Taku, the visit of H.M.S. *Peacock* was a very welcome and stupendous break in the monotony of life. In the comparatively Emerald Isle beauty of the scrub, a very feeble conception of the aid and resources of this district is possible to those who have not actually been here. Just at the moment the foreign settlements of Taku are almost bare,

still in the wealth of foliage, cultivated after years of patient toil and defiance of disappointment by old residents. But the outer concessions is a dismal, wind-swept, odious-laden mud-plain, broken up by rough-hewn railway, and sprinkled with large but forlorn-looking residences. All the way down the sea is the same, only a narrow fringe of trees here and there breaking the sad monotony of color furnished by brown water and brown mother earth, not to mention the thousands of earthen hovels, which look more like the creations of a myriad moles than human efforts at erection. Yet, we are by no means miserable amid these somewhat dismally surroundings. Far from it. The residents of both outer and inner Tientsin, as represented by Taku at the bar, and Tsi-tshu-shui, the Settlement proper, are a very happy go-ahead lot, but—when we do get a gunboat alongside, we make the most of it.

We are, dear sir,  
Yours faithfully,  
J. H. LEWIS,  
C. W. RICHARDS,  
E. S. WHITELAW,  
J. GOODMAN,  
W. POATE,  
A. M. MARSHALL.

R. CHATTERTON WILCOX, Esq., Secretary, Chamber of Commerce.

As regards the effect the proposed regulations would have on the trade of the Colony we are of opinion that they will inevitably tend to divert from Hongkong the trade in passengers to and from the Straits, Bang-ek, Slim, and the numerous points to which junks ply, and that vessels conveying passengers from such ports as Swatow, Amoy, Canton, etc., which now call at Hongkong, would certainly find it to their advantage to proceed to those ports direct, to the serious detriment to the shipping and general trade of the Colony.

We are, dear sir,  
Yours faithfully,  
J. H. LEWIS,  
C. W. RICHARDS,  
E. S. WHITELAW,  
J. GOODMAN,  
W. POATE,  
A. M. MARSHALL.

R. CHATTERTON WILCOX, Esq., Secretary, Chamber of Commerce.

## THE "TAIPUAN" GOLD ROBBERY.

The loss of the gold from the *Taipuan* seemed at one time to lead to the idea that there was a world-wide conspiracy afoot, something after the manner of Pemberton's "iron pirate," although not quite so bloodthirsty in character. The facts, as told by Captain Fawkes in a conversation with a representative of the *Sydney Evening News*, point more to a clever robbery than piracy. Captain Fawkes himself, the well-known Torres Strait pilot, is a man of some long experience amongst the Chinese and their tricks. He was on service in those seas in H.M.S. *Scout* between 1859 and 1864, and was wounded three times. He was at the taking of the Peleg Forts, at the entrance of the Peleg River, and subsequently, as a member of the Naval Brigade, at the capture and occupation of Pekin. His long experience, however, of John Chinaman does not afford him any clue as to the way in which the gold was successfully got ashore.

Capo Fawkes took charge of the *Taipuan* in Sydney on account of the illness of her master, and on reaching Thibadur Island (the proper termination of his contract) found that owing to the non-arrival of the *Chang-ka* he would have to proceed to Port Darwin. On their way to the capital of the Northern Territory they passed the steamer in question, and when they reached Palmerston Captain Fawkes handed over his charge to Captain Moore, who was there awaiting him. During the trip the gold safe, which is situated in the mail room, was opened once, to deposit 200 sovereigns, brought on board by a Chinaman at Moreton Bay. On that occasion the chief officer, Mr. Ewart, stowed the money, accompanied by the Malay quartermaster. To open the safe two keys were required, there being a right and left-hand lock. One key, the right-hand one, was in charge of the chief officer, the other being always in care of the captain. On the occasion of depositing the £100 at Moreton Bay Mr. Ewart had of course obtained the key from Captain Fawkes, and it was returned within a quarter of an hour. From that time until the steamer was handed over to Captain Moore at Port Darwin the key of the left-hand lock was kept in a locked drawer by Captain Fawkes, the key of the drawer, amongst others, being kept by him in his revolver pouch. In addition to these working keys, the captain of the steamer had charge of duplicates in a sealed envelope, which was handed over to Captain Moore intact, and only had recourse to when an officer reported the loss of the right-hand key. Mr. Ewart mistook his key a few days after leaving Port Darwin, but did not report the loss to Captain Moore until the following day, after having instituted a most vigorous search. The robbery was not suspected, as even the possession of the officer's key would not enable the robber to open the safe without having the twin key held by the captain. When Captain Moore, however, examined the safe and discovered the loss, using the duplicate keys in the sealed envelope, the left-hand lock was found to be unlocked, and all that was required to open the safe was the possession of the right-hand key, the missing key, that should have been held by the chief officer. The safe showed no marks of ill-use; the locks had not been tampered with, and the keys worked freely. This was on Thursday, May 1st, and Mr. Ewart was positive that he had seen the key in his proper place, in a small cabinet, on the previous Monday. The mysterious disappearance of the gold with the exception of two rolls of sovereigns, each containing £100, naturally led to suspicion being entertained that there was a piratical gang on board amongst the colored crew, and the officers and engineers were armed and a careful watch kept. Nothing, however, transpired. The vessel arrived safely the night of arrival, being kept off until the following morning, when she was boarded by the police and a strict search was made. All the passengers and their luggage were searched, and one Chinese passenger was found to have his coat quilted with sovereigns. This, however, was his personal wealth with which he was returning to China, and the possession of it had nothing to do with the robbery, while the manner of carrying it was due to his distrust of his fellow-passengers. Captain Fawkes himself had the strange experience—which seems to amuse him mightily—of being followed, and in popular phrase, "shadowed" by detectives while he was in Hongkong waiting for the return boat. The easy abstraction of the coin may have been due to the chief officer having unknowingly omitted to lock the left-hand lock when withdrawing the captain's key; the portioning of his own key by one of the Chinese servants would then at once give access to the safe, and that theft would be a matter not presenting any difficulty to the average boy."

I have the honor to be, sir,  
Your most obedient servant,  
R. CHATTERTON WILCOX,  
Secretary.

## THE INSPECTION OF VESSELS AT HONGKONG.

To the Editor,  
"Hongkong Telegraph."  
Dear Sir,—I beg to forward herewith copy of letter (with enclosure) being reply to a letter from the Government asking the opinion of this Chamber on the proposal to institute a systematic medical inspection of all vessels arriving in Hongkong.

I am, dear sir,  
Yours faithfully,  
R. CHATTERTON WILCOX,  
Secretary.

THE CHAMBER TO COLONIAL SECRETARY,  
Hongkong General Chamber of Commerce,  
Hongkong, July 19th.

Sir,—In reply to your letter (No. 774) of the 1st May last announcing that the Local Government Board had recommended a systematic medical inspection of all vessels entering the waters of the Colony, to which end it is proposed to have inspection stations at each extremity of the harbour with an adequate staff of medical officers to perform the work, and further stating that His Excellency the Governor would be glad to receive the opinion of this Chamber regarding the scheme, I am instructed to say:—

1.—My Committee, recognizing the importance of the question, lost no time in referring the proposal to the consideration of a Committee of shipping experts, a copy of whose report is now enclosed.

2.—With the general conclusions set forth in that report my Committee are substantially in agreement; but they are prepared to admit the desirability of medical inspection when occasions arise which seem to demand it, such as the outbreak of an epidemic like that recently experienced in Hongkong, to which occasions they understand that the Local Government Board regulations only apply. Under normal conditions, however, the dislocation of trade and the heavy expense which a systematic and really thorough inspection of all vessels would involve, render its maintenance undesirable if not impracticable.

3.—Another important suggestion brought to the notice of the General Committee is to the effect that, owing to the steady increase of tonnage in this port, it is becoming necessary for the Health Office to give undivided attention to his shipping duties, and, without casting any reflection on the present incumbent, it would be desirable, when the post falls vacant, that the next occupant should not engage in private practice. It would meanwhile facilitate matters if, without additional charge to the Government, Dr. Jordan's assistant were appointed Deputy Health Officer with power to sign documents in his senior's absence on other business, or on account of sickness.

I have the honor to be, sir,  
Your most obedient servant,  
R. CHATTERTON WILCOX,  
Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

[Enclosure.]

Hongkong, 3rd July, 1897.

Sir,—Having been asked by the General Committee of the Chamber of Commerce to consider and express our joint opinion regarding the proposal of the Government to enforce medical inspection of all vessels entering the waters of the Colony, we now beg to submit our report.

The chief object of the proposed inspection, we understand, is to prevent the importation of disease into the Colony, but we submit that Hongkong is so peculiarly situated geographically that the effective attainment of such object is utterly impracticable.

An imaginary line drawn across each end of the Harbour might provide for the inspection of a portion of the passengers arriving in the Colony, but in order to be effective we are of opinion a regular cordon would be required round the island and provision made for inspection at Stanley, Aberdeen, and the other places where it is possible for passengers to land. In addition to which some system would have to be devised for inspecting persons crossing the Kowloon border from China into British territory.

The magnitude of the staff necessary for such an inspection, and the consequent expense to the Colony will, we think, be apparent, but even with such protective measures we are not satisfied that the object aimed at would be attained, for the reason that passengers arriving from such adjacent ports as Swatow, Canton, Macao, Rangoon, &c., might have passed through other disease germs than those in our own colony, and therefore afford an easy mask to conceal disease, which an European would never suspect in the Orient.

The European who can make a Chinese contract when he wishes to hide his not been found yet,

## THE MARQUIS AND THE PIPER.

### A HONGKONG HERO IMMORTALIZED.

From a recent issue of the *Perthshire Constitutional* we extract the following sketch, which will doubtless prove interesting to Hongkongites:—

During the stay of the Marchioness of Breadalbane in Hongkong, on their tour round the world, the Marquis had a very interesting interview with a Perthshire native, who was brought up on the Breadalbane estate at Anniesie. At a private dinner given by Major-General Black, Commander of the Forces—a typical Scotsman from the West Country—in honour of the Marquis and Marchioness, pipe music was played by Inspector MacEwan and Sgt. Pickford, of H.M. Naval Yard, Hongkong. Amongst the selections rendered were "The Atholl Highlanders" and "My Native Highland Home." In the course of the evening, the Marquis complimented the pipers on the excellence of their playing. In a conversation with Inspector MacEwan he learned that that gentleman was a native of Perthshire and had spent his childhood days on his estate at Anniesie. He expressed the great pleasure it had given him to have the pipe music so excellently played to him for 10,000 miles from home by a native of his own strath. The Marquis, in his genial kindly way, talked of affairs at home, and expressed the great pleasure it had given him to have seen a mat which had been on fire. It was impossible for the fire to take place naturally in four or five different places. There was a lot of kerosene sprinkled on various parts of the ground and a kerosene was also noticed by the Inspector. Under these circumstances there was no doubt that the person who set fire to the place did it intentionally. All these arrangements took place in the back room so that nobody could have noticed them. Even if the person did not himself set fire to the place but ordered somebody else to do so his crime was not altered.

Mr. E. M. Hasland produced a plan of the premises and Mr. S. C. MacEwan, Inspector MacEwan's father, Mr. John MacEwan, Inspector MacEwan was born in the village of Kincleaven, and spent his childhood days at Anniesie and in the vicinity of Stanley. Finishing his schooling, he was apprenticed at a shoemaker to Mr. McFarlane, Stanley. He afterwards joined the Dundee Police Force, where he was stationed until nearly seven years ago, when he volunteered for service in Hongkong, and was drafted to that colony. He served for over five years as a constable in the police force, during which time he proved himself to be a very efficient officer, being in possession of two medals for special service. In the great plague epidemic of 1890, when the Chinese were dying in hundreds daily, he was one of the gallant constables who performed the house-to-house visitation in search of dead bodies or sick persons and during that time the streets of Hongkong were almost deserted. Since then there have been slight outbreaks of the dreaded disease in the colony in 1890 and last year. For this special service Constable MacEwan was awarded the plague medal. Again, he was made the recipient of the Bellis silver medal for life-saving. While on duty on Pedder's Wharf at the harbour he effected the rescue of a Chinese woman from drowning. The woman threw herself into deep water at the end of the pier. MacEwan observed the occurrence, and, without divesting himself of his uniform, gallantly jumped in to her rescue. He succeeded in reaching the woman before she could drown, and, without divesting himself of his uniform, gallantly jumped in to her rescue. He succeeded in saving her from drowning. The woman was then hoisted into a boat, came to his assistance, when they were both hoisted on board. Besides the medal, he received a parchment recording the act, and a money allowance. He was also the means of saving a number of persons imprisoned in an captured junk from drowning. Their rescue was effected by cutting a hole in the bottom of the boat, through which aperture the occupants were rescued. He left the police, and was appointed Acting Inspector of Markets. Last year he applied for the vacant post of Inspector of Police at Her Majesty's Naval Yard, for which he was highly recommended by the colonial authorities, and was unanimously appointed to the post of a large list of applicants. It is somewhat peculiar to relate that, although MacEwan is a very efficient player of the bagpipes, he had never touched the instrument at home. After the departure of the 3rd Regiment from the colony the St. Andrews Society were at a great loss for pipers to play at the annual ball, one of the largest annual functions in the colony, but did not enter the port until the following morning, when she was boarded by the police and a strict search was made. All the passengers and their luggage were searched, and one Chinese passenger was found to have his coat quilted with sovereigns. This, however, was his personal wealth with which he was returning to China, and the possession of it had nothing to do with the robbery, while the manner of carrying it was due to his distrust of his fellow-passengers. Captain Fawkes himself had the strange experience—which seems to amuse him mightily—of being followed, and in popular phrase, "shadowed" by detectives while he was in Hongkong waiting for the return boat. The easy abstraction of the coin may have been due to the chief officer having unknowingly omitted to lock the left-hand lock when withdrawing the captain's key; the portioning of his own key by one of the Chinese servants would then at once give access to the safe, and that theft would be a matter not presenting any difficulty to the average boy."

5.—The guarantees of capital and interest will be secured after some little trouble to secure a summary of the important Convention recently signed in Pekin between the Belgian Syndicate and the Chinese for the construction of the Hankow-Peking Railway and for the financing of that undertaking. The original is in French and Chinese. Our Special Correspondent in the Chinese capital, whom we depicted to ascertain the secret, which has been most successfully accomplished, translated from the Chinese text:—

1.—The Chinese Company having the concession for the construction of the railway from Pekin to Hankow has a capital of £13,000,000, and in addition to this capital has the permission of the Imperial Chinese Government to raise a loan of £4,500,000.

2.—The Belgian Syndicate is to contract for this loan at a discount of 10 per cent, f.s. £4,050,000 for four instalments. Each instalment is to consist of £1,012,500.

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4.—The Belgian Syndicate is to contract for this loan at a discount of 10 per cent, f.s. £4,050,000 for four instalments. Each instalment is to consist of £1,012,500.

5.—The Chinese Company will commence to repay the capital only in the year 1908, and the repayments to be completed in 20 years in equal instalments of £525,000, and the bank to receive these repayments is to be selected by the Belgian Syndicate.

# THE HONGKONG TELEGRAPH, TUESDAY, JULY 20, 1897.

## Intimations.

A STRIKING SUCCESS!

**MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyed SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLEN GOODS, or MIXTURES  
of COTTON and WOOL, &c.,  
Such as Blouses, Dresses, Undresses, Ribbons, Children's Frocks, Plaistors, Lamp-Shades,  
Silk Scarves, Handkerchiefs, Gentleman's Shirts, Lace Curtains, Silk Gloves,  
Stockings, Antimacassars, Toilet, Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alice-Green, Light Blue, Terra-Cotta, Orange,  
Nul-Brown, Scarlet, Black, Celadon and Cardinals.

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**WATKINS & CO.**, Apothecaries' Hall, 66, Queen's Road Central.

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**ANTIPYRINE**

**MIGRAININE**

"LION BRAND"

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphine poisoning, neurosis, influenza, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analgesic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe MIGRAININE HOECHST."

The best medicine dose for adults is 17 grains, given once or twice daily in powder, or in solution.

Sole Manufacturers—  
FARHWER VORM, MEISTER LUCIUS & BRUNING, HOECHST, O. M.

Literature of the above Preparations supplied gratis at request to medical men.

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SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!

## Shipping.

### STEAMERS.

"GLEN" LINE OF STEAM PACKETS.  
FOR KOBE AND YOKOHAMA,  
THE Steamship

"GLENLOCHY"

Captain Macgregor, will be despatched as above  
TO-MORROW, the 21st instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th July, 1897. [1081]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE,  
THE Company's Steamship

"CHANGSHA"

Captain Williams, will be despatched TO-  
MORROW, the 21st instant, at 4 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return  
by Steamers of the EASTERN and AUSTRALIAN  
S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th July, 1897. [1066]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR CHEFOO AND TIENSIN,  
THE Company's Steamship

"TAKSUNG"

Captain P. H. Rolfe, R.N.R., will be despatched  
as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 14th July, 1897. [1099]

"MO GUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA,  
THE Steamship

"CROMARTY"

Captain Duncan, will be despatched as above  
on or about FRIDAY, the 23rd instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 16th July, 1897. [1089]

"NATAL" LINE OF STEAMERS.

FOR NATA, FAST LONDON, ALGOA  
BAY, MOSSIL BAY AND CAPE TOWN,  
(Taking Cargo under through Bill of Lading to  
DELAGO BAY and BEIRA)

THE Steamship

"PONGO A"

Captain Cox, due here from Foochow on the  
22nd July, will be despatched for the above  
Ports on SATURDAY, the 24th July, at Noon.

To be followed by the Company's Steamship

"CONGELLA"

on or about the 17th August; this steamer left  
Durban on July, for Foochow (direct).

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 14th July, 1897. [1089]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain E. Fey, will be despatched for the  
above Ports on SATURDAY, the 24th instant, at  
4 P.M.

This Steamer is fitted with Superior Passenger  
Accommodation and is lighted by Electricity  
throughout.

A duly qualified Doctor and a European  
Stewardess are carried.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 19th July, 1897. [1098]

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(Subject to Alteration.)

Monmouthshire ... | Saturday ... | 7th August.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

Captain R. Nixon, will be despatched as above  
on SATURDAY, the 24th instant, at 5 P.M.

This Steamer is fitted with Superior Accom-  
modation for First-class and Second-class  
Passengers and is lighted by Electricity through-

A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 6th July, 1897. [1097]

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"FORTUNA"

will be despatched as above on or about 25th  
July, to be followed by

"FREY,"

on or about 10th August.

For Freight, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th June, 1897. [1073]

FOR MARSEILLES, LONDON AND  
ANTWERP, VIA SINGAPORE, COLOMBO AND PORT  
SAID.

THE Company's Steamship

"HAKATA MARU"

Captain R. Nixon, will be despatched as above  
on SATURDAY, the 24th instant, at 5 P.M.

This Steamer is fitted with Superior Accom-  
modation for First-class and Second-class  
Passengers and is lighted by Electricity through-

A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 6th July, 1897. [1097]

FOR MARSEILLES.

THE Steamship

"ELAX"

Captain E. Baker, will be despatched as above  
on MONDAY, the 26th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 19th July, 1897. [1084]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL

THE Steamship

"ORESTES"

Captain Baker, will be despatched as above on  
MONDAY, the 26th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th July, 1897. [1073]

FOR SAN FRANCISCO.

THE 100 A/ British Bark

"HEATHBANK"

McKean, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th July, 1897. [1073]

FOR SAN FRANCISCO.

THE 100 A/ British Bark

"MASONABER PRICEZ."

McKean, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th July, 1897. [1073]

FOR SAN FRANCISCO.

THE 100 A/ British Bark

"FLUID"

EVERY KIND OF  
SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

SOFT SOAPS.

FLUID

THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

42. G. BUMPERET & Co.,  
Bank Buildings.

Hongkong, 19th May, 1897. [1073]

DISINFECTANT

PRINTED AND PUBLISHED BY CHESNICK  
DUNCAN & CO., 6, PEDDER STREET, IN THE CITY  
OF LONDON.

19th May, 1897.

1083

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PRINTED AND PUBLISHED BY CHESNICK  
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